the vessel passessed the qualities necessary to their residen. When women were rereaming and in hysterics, children crying from the suffering they endured from the last such as passessed. position. When women were recreaming and in hysicians, children crying from the suffering they endured from the bent, and passingers reading about in wild from the bent, and passingers reading about in wild from the bent, and passingers reading about in wild confusion, not knowing what was to be done, the officer behaved themselves like imbedies or cowards. When the fourth officer rist up from the steerage, When the fourth officer rist up from the steerage, when the fourth officer rist up from the steerage, he reshed alt, jumped into one of the boats, followed by several of the passengers. As the boat was being like down the captain made a spring after it, but did led down the captain made a spring after it, but did not succeed in reaching it. He caught a rope, however, but the speed at which the vessel was running was soon exhausted, let go his hold and sank. The was soon exhausted, let go his hold and sank. The was soon exhausted, let go his hold and sank. The board of her were ket. Some of the passengers sengit for buckets, but some were at hand. They sengit for buckets, but some were at hand. They tried to descend to the cabin, but they were met by the dames and smoke, which rushed up through the hatchway. At last, a rope was passed down the ventilister, and they were able to seeme some tin pails in this second cabin, but these were of no avail in checking the progress of the dames, which had already hatchway. At last, a fope we instant, and they were able to secure some tin pails in this second cabin: but these were of no avail in checking step the progress of the fames, which had already communicated to the upper deck, and were lessing from point to point with fearful portent. In the cabin and steerage the flames and smoke had full aware, cutting off the escape of many scores below, who were soon sufficiented or burned, between decks. Mr. Vezin, with others, succeeded in drawing up several, mostly ladies, from the cabin, through the skylight. And while those below saw no lape of escape from their terments but in death, the sprits of the few on the deck were aroused by the appearance of two vessels in the horizon. They were species of the few on the deck were aroused by the appearance of two vessels in the horizon. They were more specks, and distant many miles; yet so lost were many to all presence of mind, that immediately on observing them they commenced shouting, "Ship ahoy." In the mean time the sufferings of those on the after deck increased. Of the four wooden houts aft, one was already lost, by being dragged noder the propellor. A second was burned before they could get her tackle loose. In a third sarge number of passengers, mostly females, were crowded, and the hoisting tackle being loosed, the a large number of passengers, mostly feminles, we crowded, and the hoisting tackle being loosed, it strain on the checks became too great when the be fell and all in it were lost. Another got off from it vessel with five or six passengers on board, and M Vezin thinks that Mr. Hoxie, formerly a jobbing me chant of this city, but more recently a resident Philadelphia, who had been some years absent I listy, where his wife recently died, was among the number. The boat, however, had no oars, and was soul left far behind—too far to be discovered by the reach bark. The engines of the steamer continued seen left far behind—too far to be discovered by the French bark. The engines of the steamer continued to run about an hour after the accident. Left, as they were, without boats, the period of existence of over a hundred persons assembled on the quarter deck became one of physical endurance of the heat. The flames leaped up the shrouds, and licked along the yards, till the sails were wrapped in flames, and burning fragments of them were continually falling on the persons of those below, and setting the dresses of the ladies on fire. One garment after another was in this way destroyed, and the loss signally falling on the persons of those below, and sting the dresses of the ladies on fire. One garment after another was in this way destroyed, and the loss of each only exposed them more and more to the intense heat. When they could no longer bear up under this torture, they would jump overhoard. Some, however, retained their position for a long time, determined to endure every possible suffering before jumping overboard, and some of the ladies were almost disrobed before they took the fearful leap into the laws of death. The men, too, endured the scorching until they were forced to seek in a watery grave relief from their sufferings. They were generally enguiphed at once. The women who had any garments left would be bouyed up for a moment by them; but in a few minutes they disappeared so suddenly that it seemed as if some unseen power below had caught them and dragged them under. Mr. Sondheim of New-York, was quite distracted. His wife and five itide ones were with him. He sought in vain for some means to save them, and when at last there seemed no hope, he quiefly waited the moment when they were forced to jump from the vessel. The steward and stewardess, who had succeeded in reaching the deck before the fiames had extended into the cabin, were known to be lovers. They remained by one another, exhibiting the fondest affection. When forced by the heat to go overboard, they embraced and other, exhibiting the fondest affection. When forced by the heat to go overboard, they embraced and kissed one another, sprang into the water, and sank locked in each others arms. There was several newly married couples on board among the German passengers. The husbands, in some instances, succeeded in getting hold of pieces of rope which they tied about the waists of their wives in the hope of their states of the save them. As an exactang from Newbeing able to eave them. A sea captain from New-Orieans and his wife were passengers. For some time he made stremous efforts to extinguish the fire, by lifting water with buckets up the ship's side. The tackle, however, would become entangled, and when the buckets were drawn to the deck they would be

When Mr. Vezin had got his mother and sisters to When Mr. Vezin had got his mother and sisters together on the quarter-deck, he endeavored to calm their fears and to persuade them that there was no immediate danger. He then left them for a moment to look for some means of safety, and when he returned they had taken their position with about sixty other ladies, who had crowded together with their children on one side of the quarter-deck, where he was unable to reach them. He had brought with him a tin bucket which he asked his mother to take, and inverting it, nee it as a life-preserver. She refused it, remarking that it was useless. He again departed in the hope to find some other means available to save the lives of his mother and sisters, but his search was fruitless. During all this scene of excitement, the sufferers

of his mother and sisters, but his search was fruitiess. Buring all this seene of excitement, the sufferers gazed wistfully toward the horizon, to watch the approach of the vessel which was evidently standing toward them; but their despair was almost maddened as it became evident that they must be lost before the succor should reach them, and one by one they lumped into the deep, with their gaze but a moment before fixed upon what they had hoped would rescue them from an impending death. At last Mr. Vezin lumped into the deep, with their gaze but a moment before fixed upon what they had hoped would rescue them from an impending death. At last Mr. Vezin was forced to secure some place of protection from the intense heat. But few of the whole number who had assembled on the quarter deck were now remaining. Discovering a rope hanging over the starboard quarter, he let himself down, and was thus secured from the heat. But the position he eccupied was underneath some burning rigging, and fragments from this were constantly falling upon him. Several times his clothes caught lim, and as his last resource he let himself into the water, still holding fast to the rope. While here he heard the explosion of the keg of powder in the magazine. At frequent intervals persons remaining on the quarter deck would jump overboard and sink within a few yards of where he was floating suspended by his rope. Mr. Trott of New-York swung down to here he was, but slipping down too far was washed off by the sea and lost. Near him were four or five young Germana, believed to be merchants of this city, clinging to a rope hanging over the stern. They were unable, however, to sustain themselves and were gradually losing their hold and dropped off one by one. Mr. Begel, a well-known apothecary from Baten Rouge, La., and a very kind-hearted man, ha lowered himself by one of the hoat ropes that hung from the davits near Vizen, and held on for a time; but the sea washed over him repeatedly, until he became very much exhausted and expected momentarily to be swept from his hold. Tarning to Vezin he idesired him, if he lived, to tell his wife that he thought of her in his last moments, and sent her his undying love. Vezin promised to do this if he survived.

Mr. Vezin soon after discovered an object floating on the water a short distance from him. His position then was emaettly critical. He was frequently submerged by the waves, and he knew that he must eventually be exhausted. The only object near appeared to be a cork life-buoy, to which he resolved

Secut to busy him up so long as he should be able to chog to it. For a long time he had been troubled with a disease of the heart, and up to the time when the calam-

Scient to bucy him up so long as he should be able to ching teit. For a long time he had been troubled with a disease of the heart, and up to the time when the calamity occurred he had suffered much from it. Notwithstanding this physical disability, he found himself possessed of a renewed strength, which was increased by observing from time to time after he had floated an hour or two, that the vessel they had watched with such intense interest from the steamer was nearing him. He occasionally came across fragments of wood which he caught, and combining them with his bag of cork made a small raft. What became of M. Bogel after Vezin left the steamer he could not say, but he supposed that he was drowned.

Mr. Vezin floated about for several hours before he was picked up. About two hours after he left the ship be utified near a colored steward named Edward Avindolph, who had a life preserver similar to his. The rest fellow was nearly chilled through, and his teeth chattered like one with the ague. He was ready to give up in dispair, but Vezin cheered him up, and they watchally agreed if either of them were picked up first, to direct the boat in search of the other. When Vezin was resented be kept his pledge. After thating about several hours he observed a boat coming toward him. He hailed her, and in a moment he heard his hall shawered. He was assured then of his safety, and seen after the boat as approached and took him in. Mr. Elisfeld of this city was already in the hoat, but senseloss. The boat was about to pass him as dead when he was first discovered floating on the surface, but the ere fortunately changed.

to Fayal. Soon after Mr. Vezin was rescued they were hailed by one of the steamer's boats containing the three officers and some of the seamen of the Austria. They reported that when they left the steamer there were from fifty to sixly persons hanging in the chains about her bows. The first officer Hahn was asked to return with the boat to the steamer to rescue some of them he reported as alive about the bows. He seemed indifferent to their fate, and finally declined to return under the excuse that he had sout his boat adrift. The Maurice continued to sail about the steamer during the night, and in the morning ran near to the Austria. There were none then remaining on the bows. The body of one man was langing by the neck over the hows, and the bedy of a woman was also suspended by the neck over the stern. They had probably placed the ropes about their bodies to escape the heat by lowering

caught about their necks and strangled them.

Mr. Vezin states that the number of boats, even if all had been lowered safely and filled, was inadequate to rescue the passengers. There were only eight—four of them metallic life-boats in the bow, and four wooden boats in the stern. The utter inefficiency of the officers, too; the want of life-preservers and any means available to save life, were such as to render the evailable to save life, were such as to render the wholesale slaughter inevitable. The kindness of the captain of the Maurice is highly spoken of by Mr. Vezin. He did everything in his power to alleviate their sufferings, which, in the case of those who were

urned, were great.

Mr. Vezin has furnished the names of the follow-

Mr. Vezin has furnished the names of the following passengers on the Austria, who were probably lost:
Dr. Seldos of Philadelphia.
Mr. Hoxer of New-York.
Mr. Charkers Bandt of Chicago.
Mr. Masury of Salem, Massachusetts.

Shortly after the Prince Albert came to anchor off her dock in the North River, Mr. Vezin's elder brother came on board, and as the brothers met they fell upon each other's necks and mingled their tears together. Their mother and two sisters are among the lost. The elder Mr. Vezin recently arrived from Europe on board the Vanderbilt. He had not seen his mother and sisters for three years past.

STATEMENT OF MR. PHILLIP BERRY.

Mr. Berry is a resident of Hackensack, New Jersey and has been for two years past a student of Theology in the Union Theological Seminary of this city. He went to Europe in July last, and embarked in the Austria at Hamburg on his return. He has furnished a clear and intelligent statement of the facts of the calamity with which he was familiar. He states that after leaving Hamburg the inefficiency of the appointments of the steamer for the safety of passengers, and incapacity of both officers and erew became apparent to him soon after leaving Hamburg. There was no discipline and no order manifest in the working of the vessel, and on inquiring he learned that most of the crew had shipped to work their passage to New-York. The contrast between the Austria and the Saxonia of the same line, in which vessel he had gone to Europe, was so great that he determined to leave her at Southampton and take passage by another steamer. A friend, Mr. Shiebe, who accompanied him (and who was among the lost), refused to acquiesce in the proposition, and Mr. Berry reluctantly changed his mind and continued on the Austria. When the steamer took fire, Mr. Berry was reclining on a sofa in the second cabin, in conversation with Mr. Shiebe. Hearing an alarm, Mr. Shiebe ran rapidly up the hatchway to ascertain the cause of the alarm, followed by Mr. Berry. On reaching the cabin they discovered the smoke driving the passengers aft, into the cabin. They ran thence to the skylight in the back part of the cabin, and climbed through it to the quarter-deck. It was through this skylight that the second-cabin passengers made their escape. Word was sent below to have the steam-pumps set to work, but the engineers being smothered below, this was impossible. Mr. Berry, with other passengers, then endeavored to have, the ship's course altered that the smoke and heat be driven from the quarter deck, which would enable them to use the pumps employed to determined to leave her at Southampton and take pas-

deavored to have, the ship's course altered that the smoke and heat be driven from the quarter deck, which would enable them to use the pumps employed to wash the deck. Failing in this, they gave up all hopes of saving the vessel, and at once they proceeded to the second boat on the port side, and with two or three officers tried to lower it. They had just got if from the checks, when the Captain ran to them, caught hold of the tackle in the stern of the beat and let it down, while the boat was still suspended. The Captain then attempted to descend into the boat by a rope over the side of the steamer, but, missing his hold he fell into the water. He caught, however, by another rope that was dragged from the stern of the lifeboat. He clung to this for some time, and being drawn through the water at the rate of eight knots an hour he was soon exhausted, and, letting go his held, sauk immediately. The fourth officer then attempted to get into the boat by the front falls. While this was proceeding, Mr. Berry went to the starboard side, and a moment or two subsequently he observed the boat floating astern, kee upward, with the fourth officer and some sailors cling ing to it. These were all picked up by the Maurice On the starboard quarter, Mr. Berry found the passen gers and others trying to lower a boat which was already filled. The stern fall gave way, and those in the boat was broken to pieces by being struck by the screw. Major Brew subsequently discovered one of the fragments of this boat, which were dragging by a rope alongside, and floating away upon it, was providentially saved. Mr. Berry and Mr. Shiebe then sought for life preservers, and they each were fortunate in securing one of less than a dozen circular canvas life-buoys, filled with cork, which were in the steamer. In the midst of the terrible ordeal under which they were passing, they determined to remain tunate in securing one of less than a dozen circular canvas life-buoys, filled with cork, which were in the steamer. In the midst of the terrible ordeal under which they were passing, they determined to remain on the deck as long as possible. When they made their egress from the cabin, they could pass on the windward side of the steamer its entire length, but within two or three minutes the flames and smoke had closed this passage, and all communication between the bows and quarter was cut off. A moment more, and the flames were bursting out of the cabin skylights. Mr. Berry was forced to take his position aft, and hardly twenty minutes elapsed before the flames below, in front and above, from port-holes and skylights and rigging, made their position one of inteuse pain. When this became so great as to render it impossible to endure it longer, passengers threw themselves overboard, and met with a certain death. The scene had now become one of fearful terror. The passengers on board were made up of most all the European nations. There were English, Irish, French, Germans, Jews, Poles, Hungarians and Italians and a few Americans. Abaft of the wheel-house the Jews were kneeling together nittering the prayers of their poculiar religion. The Cathelies were invoking their saints to save them; others rent the air with their wild shrieks; some sank down in quiet despair, indifferent to all that was going on about them; many rushed about in wild confusion. others rent the air with their wild shricks; some sank down in quiet despair, indifferent to all that was going on about them; many rushed about in wild confusion, seeking some means of rescue, and a few remained quiet and serene. A small party resolved to remain together as long as possible, and if the leap into the ocean became inevitable they determined to make it together. They were the Rev. Mr. Straub, a Baptist minister, Mrs. Straub, Miss Becker, a governess in a family of this city, Mr. Berry and two or three others. It soon became evident that the alternative was inevitable. Taking their positions on the edge of the quarter deck, Mr. Shiebe gave the word "Let's go," and immediately Mr. Berry leaped overboard in advance of the others with his life-buoy in his hand, and as he reached the water he was compelled to let go his hold of it, while he was carried under the waves. On rising he discovered the life buoy a short distance from him, he swam to it adjusted it to his person and looked about for Mrs. Stamm whom he had intended to assist after she leaped into the water. None of the party were in sight and prousted it to his person and rocked about no art. Stalling whom he had intended to assist after she leaped into the water. None of the party were in sight and probably all are lost. He subsequently saw the body of Mr. Shiebe floating on the surface sustained by his life buoy. In a few moments the Austria was a long Mr. Sniebe floating on the surface sustained by his life buoy. In a fow moments the Austria was a long distance away. Bedies of men and women floated by him frequently. He had seen the bark Maurice toward the horizon before he threw himself overheard, and knowing her to be standing toward the steamer, he swam in her wake for over an hour. During this time as he rose on the waves he could see the bark, and after about two hours struggle in the water, believing himself to be within halling distance, he called out to the bark. Soon a boat from the bark neared him and took him in. He was the first person rescued at the time. Mr. Berry was quite exhausted, and he thinks that a half hour longer in the water would have resulted in his death. When taken on board he was helpless and urable to move.

Mr. Berry was witness of many scenes of thrilling interest that transpired on the steamer. He saw the Hungarian family speken of by Mr. Brew in his statement telegraphed from Halifax. When death awaited them by because if they remained on the steamer, or by drowning if they threw themselves into the water, he gathered his wife and little ones about him, first kissed and embraced his wife, in whose love their offspring had been begotten, and then taking up each of his little ones in their turn he

whose love their offspring had been begotten, and then taking up each of his little ones in their turn he kissed it, gave it a father's blessing, and then three it into the angry feam that was to receive it. At last as dead when he was first discovered floating on the surface, but the ere fortunately clanged their mind and returned to him. The subsequent day he was delirious from his sufferings, in the water and from being backy burned, but there were no fears but that in would uit the steamer's side. He ancovered a man's healt protecting recover. He continued on the wasel trucing from a part hole below, seemingly unking

efforts to force his way out of the narrow aperture, and on either side of his head the flames were streaming forth, leaving the infarence that his body was already wrapped in flames. A lady approached Mr. Berry and begged of him to cut her throat to end her sefferings. A Mrs. Dormitter was walking the dock endoring alike great physical agony in addition to mental anguish. She asked Mr. Berry if there was any help. He only said to her to put her faith in Jesus. Her reply in the despair that is seemed to pervade her whole heing, was, "Ob. God." I have no strength, no hope, "and she saik down on the dock overcome. She was still in that position, when Mr. Berry last saw her. For some time, a lady friend of Miss Becker's was observed by Mr. Berry raising water and throwing it on the flames. During it he first period of the excitement, the Rev. Mr. Hamm tried to organize a force to get water, but his efforts were unavailing. Even a set of buckets filled with a water about the capstain stand were chained and locked, so that when wanted they were unavailable.

were mayaning. Even a set of buckets filled with water about the capstain stand were chained and bocked, so that when wanted they were unavailable.

Mr. Berry conversed with a passenger who was present when the preparations were made for funigating the steerage. The passenger was afterward lost. He stated to Mr. Berry that the fourth officer came below and ordered the steerage to be cleared. He then took a wooden bucket filled with tar, and placed it is the forces of the steerage to be considered. then took a wooden bucket filled with tar, and placed it in the forward steerage. By it was a bucket of water. In the mean time the port-holes and doors in the bulkheads were thrown open, and the steamer being headed to the wind, a strong draft at once played through the vessel. Everything was thus arranged for the rapid spread of the flames the moment the accident occurred, and they had to but eatch to be fanned by the draft into a conflagration.

Mr. Berry confirms the statement of other passencers as to the utter indifference displayed by various

art. Berry contrins the statement of other passengers as to the utter indifference displayed by various officers of the Austria as to the fate of the passengers. The fourth officer, on arriving on board the Maurice, congratulated himself on being one of the first to leave the steamer. When Hahn, the first officer, arrived, he promised to return soon with the life-boat on which he had been saved, and rescue from twenty-five to thirty whom he reported as clinging to the bowsprit and chains when he left. Subsequently, on being asked why he did not return, he said that the life-boat had been cut loose from the bark, by whom it was unknown. During the night some of the passequent thought they heard erres in the water pear passengers thought they heard eries in the water near the bark, and they requested the captain to send out a hoat to make a further search. He declined to do so. In the morning they discovered a life-boat from the Norwegian bark rowing about the burning steamer, and Mr. Berry thinks it quite probable that some of the passengers may have been saved in her.

MARRATIVE OF CHARLES ROSEN. Charles F. V. Rosen, an American boy 16 years of

age, a passenger on board, was one of the first who left the burning steamer. In June last he and his father, Charles F. Rosen, who was a professor and teacher of music, at Charleston, S. C., this port by the Ariel to Southampton. After traveling around and visiting their friends, they sailed from Hamburg by the Austria for home. The father was lost. The boy states that the first he saw of the fire was shortly after 2 o'clock. Smoke was issuing out of the holes by the ventilators near the steerage. He did not know the origin of the fire except by common did not know the origin of the fire except by common report; that the boatswain and some of the sailors were burning the tar, when the sailor jammed the iron in the bucket, and the tar took fire, and spread over the floor. Some of the passengers threw water upon it, which had the effect of spattering it in all directions, setting the bedding, boards and other combustible substances all in a blaze. The greatest excitement followed, and from that time all was confusion and disorder. At the time of the breaking out of the fire the Captain was asleep in his cabin. He came up bustible substances all in a blaze. The greatest excitement followed, and from that time all was confusion and disorder. At the time of the breaking out of the fire the Captain was asleep in his cabin. He came up in an excited manner and looked down the skylight of the first cabin, and then clasping his hands, he exclaimed, "My God, we are all lost." He then went aft, and young Rosen did not see him afterward. It was stated, however, that he jumped overboard. The first mate, Mr. Hahn, conducted himself in a cool and collected manner, and urged the passengers to get out the boats. At this time hundreds were running to and fro about the deck, shricking and calling for assistance. Young Rosen, with some thirty or forty others, got in the boat at the port bow, which was cut loose and fell with great force to the water and sunk several feet. The boy came up under the keel, but shoved himself off and got hold of the bulwarks. After some difficulty in righting the boat and clearing the water from it, most of those struggling succeeded in getting in. There were five oars bound together before the boat was cut down, but they floated off, and the elder Rosen grasped them as he was some distance from the boat. He struggled for some time to make his way to the boat, those in it having no means to get to him, in consequence of their being without the oars. Many who jumped overboard from the steamer to get into this boat, were struggling in the water, and at last, their strength failing them, they disappeared beneath the waves, and were seen no more. The elder Rosen reached the boat, and was hanging on the stern. One of the seamen told the younger Rosen that his father had got hold the boat. Just then he sank to rise no more, as his strength had failed him. His exertions to get to the boat were very great, a he was borne down by a heavy overcoat. The steame was in sight all this time, but every moment the distance between her and the boat was increasing, as she was still salling. In the distance, those in the boat could hear endeavoring to get in, and those who were in being so excited that they could not be kept still. After floating about six hours, they were taken up by the French bark Maurice, where they received proper care and attention. The boy saw a great many men jump from the burning steamer, but very few women. All that he saved was a portion of the clothes he was wearing at the time of the fire, having cast off part of them to lighten himself as much as possible in his struggle for life. The first mate was saved in the same boat with

STATEMENT OF MR. HENRY A. SMITH. Mr. Heary Augustus Smith of Chelsea, Massa-chusetts, who after an absence of about two years from ome, was returning in the ill-fated steamer, says, that after dinner on Monday. Sept. 13, he came on deck and sat down just behind the smoke-stack, where he amused himself for about half an hour, in playing with one of the children of a Mrs. Nevil, an English lady, who came on board at Southampton. A gentleman by the name of Hunt, a resident of Brooklyn, sat by his side at the time, when the cry of "fire," was raised by some persons forward. Mr. Smith instantly sprang to his feet and ran forward to ascertain whether there was any cause for alarm, when he discovered a volume of smoke issuing through the sky-light of the smoking-room, and almost instantly a large flame came up; he then turned to go back toward the aftpart of the steamer, when he met the Captain and told m that the steamer was on tire. The captain hastened forward, followed by Mr. Smith, and on reaching the aperture through which the fire was ascending, the Captain exclaimed "My God! my God! we are all lost." Every thought was then turned to the best means of escape from the ship. Just at that moment, as Mr. Smith was scanning the surface of the ocean for some chance of rescue, he espied a vessel at a remote distance, and pointed it out to the Captain, who immediately ran to the quarter master, as it was supposed, to instruct him to put the steamer about and steer toword the vessel in sight. By this time the flames had made such fearful progress that every one on board appeared perfectly wild. Some gave themselves up despair at once, and engaged in loud and distressing appeals of prayer; others shricked and screamed; others again swooned and became helpless, and alost meon-clous of the awfulfate that awaited them, being burned alive; while but a small number con-ratively of the human beings on board had pre-nce of mind and firmness enough to go properly work to save themselves, and even those met with appendiments which too frequently exist in such cases or the saving of life. The beats, although ten in camber, capable of doing such effective service, were cand transfixed, as it were, to the chocks on which hey were kept, as though they had been riveded to hem with the expectation that they would never be equired. The bose, designed for the extinguishment of fire, was out of order; and the captain, instead of agenizing his effects and crew for energetic action in itempting to extinguish the flames, and, if decuned myracticable, in manning the boats and in something in practicable, in maining the boats and in something the systematic order endeavoring to transfer the assengers, women and children first, to the vessel in engers, women and colliders hirs, to the vessel in , was observed running about the deck of the , apparently as wild and destitute of solf-common as the most ignorant emigrant on board. Chilwere tresiden under foot by the clier, unfeel-

being picked up. Mr. Smith stood still for a few moments, under ided, what course to pursue, having never before a cen placed in so perious a situation. While thus cours uplating the chances of saving his lite, he observed the mate and a few passengers who could speak the Eng. she language, endeavoring to get the first boat off on the port side. This movement gave him some hope or effecting his escape, and he immediately ran to the man's and commenced assisting him to get the boat, which was one of Francis his-boats, out of the checks. Jus, before the boat could be moved from its position, some twenty to thirty persons took their sents in it, and all the arguments that were used to get them out until the boat could be down, not only preved unavailing, but others crowded with their mass, were the suggestion of Mr. Smith, the men divested themselves of and threw overboard all their clothing, except such articles as were necessary to cover their persons. But the water in the boat being up to the oars on board could not be used with any elect. In mate then suggested the idea of intentionally capsizing the boat, and by some maneuver, which he explained in English to those who understood him, try to free the boat from some of the water. The expedient resulted in the loss of about ten of the passengers, some of whom were too much exhausted to regain their hold of the boat, while others, owing to their exhausted state, were unable to hold them. to their exhausted state, were unable to hold themselves up in the boat, and were drowned. The bark,
which was now coming down toward them with a fair,
but light breeze, began to be very plain in sight,
when they took out some shirts and colored hankerchiefs, fastened them to an oar, and raised it up as a
signal to the bark; but, as it was then getting dusk,
most of the party began to despair. The mate made
a remark to the effect that they were then probably
seeing the sun set for the last time, and the majority
ovidently believed such to be the case. The mate
said that there was one more chance left for them to
try, if they liked to try it; and that was, to have
every one, except a young Bohemian girl, who had
been badly burnt, get out of the boat, and place the
ours across the boat in such a manner as they could be
taken hold of by those in the water to aid them in
buoying themselves up, and then, by keeping their
legs and feet in motion, propel the boat and themselves along. This experiment succeeded pretty well,
and considerable progress was made.

About this time one of the Austria's passengers was
observed in the water near by, and he was picked up,

About this time one of the Austria's passengers was observed in the water near by, and he was picked up, having succeeded in escaping from the steamer with a life-preserver—a tin tube about twenty inches long. This life-preserver suggested a new idea, and a very happy one it proved to be. It was cut in two by the aid of a knife, and with the two scoops thus formed the water was soon bailed out of the boat, when much better progress was made, and shortly afterward the quartermaster, who had saved himself by the application of an oar as a life-preserver, was also picked up, when the oar was like-preserver, was also picked up, when the oar was like-preserver, the water and the propulsion of the boat. Then, with joyful hearts, the whole party exerted themselves to the utmost. Mr. Smith took one oar, Mr. Murray of Alexandria, Va., another; the mate a third, and several others followed suit and pulled vigorously to the

timest. Mr. Smith took one ear, Mr. Murray of Alexandria, Va., another; the mate a third, and several others followed suit and pulled vigorously to the vessel, which proved to be the French bark Maurice, which they hailed, were taken on board, and supplied with food and an awning shelter on deck for temporary accommodation. The vessel had hoisted lights to guide the wrecked passengers to it. Thus twenty-four passengers, more than one-third of the entire number rescued, succeeded in saving themselves in this boat, after a perilous exposure of nearly six hours.

Shortly after reaching the bark, Mr. Smith went to look after the lifeboat by which he had been saved, with a view of seeing whether it could not be rendered instrumental in saving others whose means and cries in the water for assistance could be heard, when he discovered that the boat was missing, and learned that the oars had been brought on beard, the hawser cut and the boat allowed to go adrift. This movement on the part of some one is involved in some mystery. The boat was not injured in the least, and capable of doing good service in saving life; and a crew to man it would doubtless have been found, had an effort been made to do so.

The wife and child of one of the passengers saved by this beat were downed in it before the water was bailed out, they being too much exhausted to hold up.

The hark lay by the steamer all night in hopes of saving more of her unfertunate passengers. Mr. Smith appeared to be of the opinion that there was a wholesale sacrifice of human life through mismanagement, and want of some person of sufficient ability and firmness of mind on board to command obedience.

STATEMENT BY MR. PALICRUSCA.

Mr. John Palicrusca is a native of Turkey, but has resided in this country for some time; last October he

eft New-York to visit his relations in Trieste, and was on his return to this country. He took a steerage passage in the Austria from Hamburg. From the time they left Hamburg they had heavy westerly winds ahead till the 13th, which was a beautiful day, and the passengers had all gathered on the deck to enjoy The steerage had been cleared every day with lime and vinegar, and on this day at abo'clock, one of the crew came to him and told him he must bring his bed, &c. from his berth out on deck as they were going to "smoke the steerage." He im-mediately went down and got his bed and blankets and brought them on deck. A few moments after he observed some smoke issuing from the hatchway, and the people soon began to scream fire, he endeavored to quiet them, saying he thought it was only smoke, and there could be no danger, and that they need not be frightened, but directly he saw the blaze of the fire, and at the same time the people again began to cry and scream fire and help. Just at this moment the Captain came rushing up from below with no hat on, with "his face as white as snow," and very much frightened and confused. One of the passengers asked him what he was going to do, when he threw up both him what he was going to do, when he threw up both his hands in dispair and said "we are all lost." The Captain appeared perfectly wild, and did not know what to do, and gave no orders to any one. Mr. Pali-crusca immediately began to look about him for some means of safety; he saw on the side of the steamer one of the life-boats was ready to be launched, but the fire now came bursting up through the deck, driving the passengers from the boat, and forcing them part to the front and part to the rear of the vessel. He was driven to the bow with many others; he then got a plank about eight feet long, which he placed on his got a plank about eight feet long, which he placed on his head, and took a piece of rope to fasten himself to it, and prepared to jump overboard. As he went to the and prepared to jump overboard. As he went to the side of the vessel, he saw one of the life-boats there with no one in it. He dropped his plank, jumped into the boat, and began to cut away the ropes in order to drop it into the water. Before he could get the rope cut in two with his small pockecknife, the flames came in his face and scorched him so that he was obliged to leave the boat and go to the front. The passengers then cut away some of the rigging from the passengers then cut away some of the rigging from the foremast, and let down into the water blankets and ladies clothing, and then put them of the fire to try to ladies' clothing, and then put them of the fire to try to quench the flames; but it was of no swall; the flames increased and drove them further forward. He saw the second cook fall into the water and drown almost immediately; he also saw two men in the water trying to turn over one of the boats; he thinks these two men were saved. Then the powder exploded, which caused a terrible fright among the passengers, though it did not make a great deal of noise. At this time, he saw the Fynich ship in the noise. At this time he saw the French ship in the distance, whose captain, as he saw he saw them, in-mediately made all sail to reach them. Soon after the foremast fell with a terrible crash, and hung over the foremast fell with a terrible crash, and hung over the side, beating against the vessel with heavy blows. The second must followed, and as the ship turned a little the flames swept the length of the deck, foreing the passengers forward, over the sides and out on the bowsprit. He saw one gentleman and lady jump overboard with their clothes all in a blaze. In order to get out of the reach of the flames which were every moment coming nearer and nearer, as took a piece of rope of some three yards in length, and letting himself down, histened himself to the forechains underneath down, fastened bimself to the forechains underneath the boweprit, where he hung some three or four hours, waiting for the French vessel to some near enough to reach them. As the flames increased, the poor, mis-grable erable creatures on the howspiri jumped into the water as their clothes caught on first-dropping into the water, as Mr. Palicrusa says, "like drops of rain in a long water water." water, as Mr. Palicrusa says, "like drops of rain in a heavy shower." One woman, with two daughters kissed them both, and then putting her arms around them, all three jumped into the water. An English lady, who came on board at Southampton with her husband, had three children with her—a girl about passengers; some ran up alast into the rigtage passengers; some ran up alast into the water.

Mr. Resux, sr. took the candidate and the saw of them.

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Mr. Resux, sr., of Richmond, Va., was lest seen the saw of them.

Mr. Resux, sr., took the saw of them.

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Mr. Resux, sr., took the saw

He struck on his back and structured very nare, rising to the surface three separate times, calling out.

"Memma," each time, is the most pitesus tones, in a sunk to rise no more. The poor woman then clasped her buby to her breast and jumped in with it, kissing it recentedly as they sunk to the bottom. A young man who was in the second cabin, and who said he was going to California, where he had a brother, had his significantly the activities of I wears of age. In order to

and daughters, embracing each other, lumpes waves. When the first beat from the 2 am within about half a mile of the Austria, within about half a mile of the Austria, Mr. Palicrusce jumped into the water and swamtoward it and
was the first man picked up. He says there were
about 50 left on the bow of the vessel, but they were
continually dropping off. He immediately went to
work to help to save others; he picked up a German,
a first cabin passenger who was lying in the water
completely exhausted and perfectly senseless. (This
must have been Mr. Eisfeld). He appeared to be
much bruised and nearly dead. As fast as the boats
reached the Maurice they were sent back for another
load, till it became so dark they could no longer see.
The cabin was given up to the ladies, of whom there
were six; four of them badly burned and otherwise injured; one of them burned about the breast and
arms; another burned about the face and breast, so she
could not see the next morning; and another badly arms; another burned about the face and breast, so she could not see the next morning; and another badly bruised by striking a chain as she jumped overboard. It was about 10 o clock when the last passenger was taken on board the Maurice. Many of the men were very hadly burned. The captain of the Maurice did all in his power to provide for the burned, and he gave Mr. Paherusca sweet oil to put on the burne, and was very busy himself all night in taking care of the injured. He had but little provision on board, but he shared it equally among all. The next morning twelve of them were transferred to the Lotus, and they also iured. He had but little provision on obsert, but nee shared it equally among all. The next morning twelve of them were transferred to the Lotus, and they also met a bark from Charleston which gave them two barrels of biscuit, one barrel of water, one barrel of ment, and some butter, being all they could spare from their own stores. Mr. Palierusca thinks that the Norwegian vessel may have picked up a few persons.

HERMANN RANDER'S STATEMENT. Hermann Rander, a sailor, and native of Sweden who had lived for several years in California, was among the steerage passengers, and was on the upper deck at the time that the cry of "Fire down at the engine" caused a general rush for deck. In his opinion the steerage passengers were clean enough, and th air in the steerage was very pure, and there was no necessity for such a fumigation as they had intended to give them. The dark fumes rising from the steerage first alarmed him, and in five minutes' time the flames had alarmed him, and in five minutes' time the flames had burst out all over deck. He saw the third mate go down for the purpose of stopping the engines, and never saw him return. He said the captain had entirely lost self-control, and he saw him running backward and forward on the deck crying "Get the boats ready," and he could not be persuaded to do any thing else, being entirely bewildered. He noticed a ship away off in the horizon, but he could not discern what sort of ship it was. Hermann begged of the captain to turn the helm so as to direct the steamer toward the ship in the distance, but the captain wouldn't listen. He has no doubt but a hundred more might have been saved had the captain attended to the boats. The first mate was doing all in his power to keep people out of the boats, but as fast as he could turn them out others would tumble in, so that the hoats were constantly so heavily loaded that it was impossible to launch them until he, in company with a number of the passengers and all the ship's crew, had used every energy for half an hour. They could make none of them give the least attention, and all that could be heard was one tremendous voice of wailing, and cries of "Herr Jesus," "We can never be saved." Ac. The women were nearly all burnt to the waist before they quitted the ship. The great majority plunged into the water, and he didn't see how it ended, for he was hanging to a rope and was dragging on with the burning steamer. Fifteen to twenty were hanging to the ship's tackle, from the deck down to the water, but they all dropped off one by one. After being dragged three or four miles only seven remained, hanging to a boat at the stern of the ship. This boat was yet langing at the ship's stern, and turned around three times, pulling them all under the water and turning them up again, each time dropping off one—so that at last only four remained. Hermann, burst out all over deck. He saw the third mate go mained, inanging to a boat at the seem of the singtrins boat was yet hanging at the ships steem, and
turned around three times, pulling them all under the
water and turning them up again, each time dropping
off one—so that at last only four remained. Hermann,
Peter Swansen, and two Germans. One of the seven,
a Swede, while they were hanging to the boat, said
that he believed they should never be saved, and the
next instant the boat turned again, and he was dropped
off. After dragging about four miles the boat upon
which they were hanging dropped off and they were also
floating on the waves. They saw the explosion of the
powder magazine, after the ship had left them about
five miles. They were shivering with cold, and could
barely hold on any more, when the bark Lotus picked
them up, about 4 o'clock, and put them on board the
Maurice, about 8 o'clock, where they met again with
those that had been picked up. Hermann could not see those that had been picked up. Hermann come not see how the ship he saw at 2 o'clock could come to them so quick as it did, for it was very calm. His acquaintances were Andrew Nelson, a Swede; Peter Swanson, and his wife Olivia Victoria, who had been married but a few weeks before. The last he saw of them was on the front part of the upper deck. STATEMENT OF PETER THOMSEN.

Peter Thomsen of Kappeh, Schleswig Holstein, says he was a steerage passenger on the Austria. On the 13th of September it was a beautiful day, and he was on deck. He heard the mate say they were going to fumigate the steerage, and he went down to put his clothes in a trunk. He saw the boatmen come down with a bucket of tar and a hot chain. He left to go up stairs, but before he reached the top stair he heard the cry of fire, and as he turned the thick tar smoke came in his face and drove him on deck. As he came in his face and drove him on deck. As he reached the deck the captain came rushing forward, tearing his hair with his hands, and crying, "We are all lost." He told the captain that there were two ships in sight, and perhaps they might be saved; but the captain said nothing. Everybody now rushed toward the boats, and tried to get into them. The boat on the starboard side was let down with 16 men in it, who reached the Maurice. Seeing that it was impossible to find room in any of the boats, he went to the fore part of the vessel. The passengers all now made a rush for the bow of the vessel and many of them in front were pushed into the sel and many of them in front were pushed into the water; twelve or fifteen at one time he saw thus pushed off. He was in the center of this crowd, and stood there about two hours, the flames increasing and coming toward them. They could see nothing of what was going on at the stern of the vessel. He saw durwas going on at the stern of the vessel. He saw dur-ing this time the captain and the first officer, but heard ing this time the captain and the first officer, but heard no orders given at all. In the course of the two hours several of the officers either fell or jumped overboard. The flames had by this time increased so much that it was impossible to remain on deck. An Englishman, who came on board at Southampton with his wife, cried out, "Come all who would not be burned, but had rather be drowned," and embracing his wife, they jumped overboard. Mr. Thomsen then took a rope, fastened to a ring on the outside of the ship and let himself down, making a noise to put his foot in. This was about two hours after the fire commenced. He was hardly over the vessel's side when four or five other persons seized the same rope and coming down by it; also catching hold of his hair. But they were each in turn pushed of into the water-by the one above him, till he was left alone. He clung to this rope about three hours, while the people dropped in the water on all sides of bim, alone. He cling to this rope about three hours, wan the people dropped in the water on all sides of him and the burning ciders falling upon from above. When he could hold on no longer, he dropped into the water and swam toward the Maurice, and after bein tearly two hours in the water was picked up by one of the boats. There were seven persons picked up by this boat, among whonly was Mr. Eisfeld, who was taken on board almost higless. The rest of Mr. Thomsen's statement is only corroborative of the other statements published.

THE LOST.

Below we present all the facts we have been able to carn in regard to the lost passengers, up to the last moment they were seen alive, in addition to which we also print a number of names of those on board not Mrs. Natt.-Mr. Smith saw Mrs. Neil and her three

children a few minutes before the fire broke out: they were then near the smoke stack; when the alarm was given, Mrs. N. took the children and ran forward,

She then took the boy, a fair, healthy little fellow, em-braced him, gave him her last kiss, and threw him in-He struck on his back and struggled very hard, rising hen she capsized. He was heard to make the remark of 'h my son, I only hope that he may be saved," and

no assistance.

Mrs. Nulla Engischaus, of Broeklyn, wife of An gustus ED, ughans, doing business at No. 140 Fulton-street, New-York, and ker daughter, 18 years of age. The latter had been a year and a half at a ladies' semi cary at Lubec, and was retarning home with he mother, who went to Germany to meet her. This was all the family left to the now bereaved husband and father. Miss E. was to have been bride's maid to a young friend in Staten Island, and the wedding has been delayed from day to day, awaiting her arrival.

None of those with whom we have conversed recognized either of these ladies on the peop, but there is

no doubt they were driven everboard by the fire.

Mrs. J. JEREL, wife of J. Jegel, hetal-keeper, No.

47 Barclay street, and her only daughter, HELENA. aged six years. Mrs. J. satled for Hamburg on board the Borussia on the 15th of May, and has been visiting her friends. She was about 28 years of ago. Her child was a most interesting little creature. Mr. Verin fire broke out. She asked him if it was all over. He said he feared so. Mrs. JEGEL was very pale, but calm. Her child was shricking aloud at her approach

mon Dernitzer of No. 110 South street, and was beoved by a large circle of friends. From the report of ix ladies having been saved, the fond father clings to he hope that, as his child was a practiced swimmer, she may be of that number. Mr. Vezin thinks this young lady asked him if they were lost, and, on his attempting to reassure her, she laughed outright and

HERMANN SONDREIM, who, with his wife and five children, was on board, is a large importer of German goods at No. 113 Liberty street. He had been on a visit with his family to his relatives in Germany, and also on business for the purchase of goods. Mr. Sondheim was down in the smoking room when the fire caught, and his escape was cut off by the smoke. He was, doubtless, smothered there in a few moments, as he was never seen after the cry of fire. Mrs. Southeim and her children were berthed next to the engine room, and as they were not seen on deck, it is suppose they, too, were suffocated before they were able

Legislature at Berlin in 1848. He voted against the payment of a tax imposed by the King, and in favor of a resolution advising the people not to pay it. The Parliament were all arrested, but Mr. Nettmann succeeded in escaping to America to avoid a long imprisonment. He has been residing in the West for the past ten years, and was just returning from his first visit to his native country. Mr. N. was a man of large fortune. Nothing was seen of him after the alarm

EDWARD BOOKE of Baton Rouge is supposed to have been lost. When last seen, he was holding on by a rope alongside the after part of the ship, but evidently very weak. He bade a friend give his love to his wife, and tell her he thought of her in his last moments.

GUSTAVE KOHN of Königsburg was among the first to jump overboard with a life preserver, and was last

seen far astern of the steamer.

F. Goverssos and wire of Hamburg were last seen standing on the planksteer outside the bulwarks. Mr. Govrisson was tying a rope around his wife's waist to lower her into the water.

ADDLEH HERMANN, a Hungarian gentleman from

Igelo, with seven fine children, four of them girls, made his wife jump in, then blessed his six eldest children, made them jump in one after the other, and followe them with an infant in his own arms.

Vox Monganstein, the chief engineer, ran on deck bareheaded at the first cry of fire, and shouted to his assistants to stop the engine and set the steam-pumps going. His order not being obeyed he ran below again, and never returned, perishing at his post.

Mr. Hoxie, formerly a merchant of this city, but latterly living in retirement in Philadelphia, Mr. Vegin thinks he saw in the white boat not yet heard

quarter deck, very calm and collected. He said he felt assured he would not be saved.

The Rev. Dr. WEINMANN, a German Lutheran mis-

eter of Baltimore, was among the lost.

PHILLIP J. WIELAND, of the firm of Birkner & Wieland, No. 92 William street, of this city, who wout on board at Southampton, was probably lost. Ho

had been on a visit to his home in Nuremberg. CLEMENS WEISKER WAS a member of the firm of Weisker Brothers, No. 23 John street. He left this city on the 1st of July, by the steamer Saxonia, for Hamburg. He was unmarried, and with the exception of three brothers in the above firm, and a con

in Illinois, all his relations are in the Old World. He was a native of Schleiz, in Saxony.

Mr. Ed. Adelsporfer was a resident of San Francisco, California, and was in business with his brother

in that city. Mr. H. WEISSENBORN was in the musical instrument

siness at No. 2 Maiden lane. He was also Consul for the Principalities of Reuss.

Mr. JULIUS BUSCH is a professor of drawing in the Hartford College, Connecticut, where, we are informed, his family resides. He left here on the 1st of July by the Saxoria, and took a return ticket for the 1st of September.

Mr. C. D. TROTT of the firm of Trott & Ogstein, xchange brokers, No. 36 Exchange place, was a pas senger. He went out in June last to see his parents in Hanover, having been absent from home for nine years. Mr. Trott was a single man, well known in the exchange business. He was nephew of Prof. Tellkampf, formerly of Columbia College, and now a member of the House of Peers of Prussia. Mr. Vezin saw him washed from a rope by which he was sus-pended over the quarter, and he was undoubtedly

Mrs. WILLAY and child of Washington City, were, feared, on board the ill-fated Austria. Mr. W. has this week received a letter from a relative of his wife in Hamburg, stating that she had taken passage for herself and children by the Austria, and that she had been very anxious to sail by the preceding steam-

r, but was unable to do so.

Mr. MEINBERG of Alexandria, accompanied by his ister, Mrs. Reichart, and three children, were also on board, and are not reported among the saved.

Mr. Samuel B. Masuer of Salem, Mass., was a

passenger. He was last seen playing cards down in the smoking room, with

Mr. BARTHEL, banker, of Sacramento, and a gentlean from Chicago.
Mr. G. LUKEMEN of Cincinenti, and

WILHELM STACKED of the same place, were on

board; but have not been heard from. W. ROSENTHAL, importer of fancy goals, at No. 109 Liberty street, also had his wife and five children with him on board the Austria. He has his residence in

Europe, but was returning to spend the Winter in New-York. When the fire occurred, Mr. R. was in the smoking room, and was no doubt suffocated with Miss HENRIETTA WULFF, of Copenhagen, was a

passener in the Austria, and, it is feared, was lost.

Mrs. EMILIE VEZIN, widow of Mr. Charles Vezin, who died in 1853, and who was extensively known throughout Philadelphia as a merchant and importer. Mrs. Vezus sailed for Europe in March last, with one daughter, Crans Vezus, aged II years, for the porpose of bringing home two of her children, who have been to school in Europe. One was a daughter, Mars Vazzs, 17 years of age, and the other Albana Vezzs, aged 26 years. She, with three children, embarrel on